

INFORMATION REPORT

INTELLOFAX 21

COUNTRY USSR (Ukrainian SSR)

SUBJECT Zaporozhe Airfields

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- The airfield was southwest of Zaporozhe (47°49'N/35°11'E), Ukrainian SSR. (1) The landing field extended to the east but the length could not be determined. The planes taxied to and from the take-off point on a concrete strip, about 20 meters wide, which ran eastward from 3 destroyed hangars. There was a railroad connection. The field area sloped slightly from north to south. (1)
- The personnel occupation of the field included many officers (CO a colonel), a few E, engineering; soldiers employed for construction work, and 50 PWs, who were construction workers from P. Camp No 744/12.
- The field was occupied by 5 to 6 twin-engine Douglas transports with cockpit windows in fuselage; 30 twin-engine low-wing monoplanes with double rudder assembly, Pe-2s according to PWs who were former air force soldiers; and at least 10 jet fighters. (2) Description of jet plane: Jet power plant under fuselage and extending from nose to wings, wide at fore, clumsy, short and tapering at rear; mid-wing monoplanes, wings straight, tapering; rudder assembly forming tail of fuselage; rudder assembly detached in an obtuse angle from upper edge of fuselage, section of fuselage forward of wings as long as aft of wings; cockpit above wings, equally vaulted; single-seat, landing gear retracting into wings, tail wheel; painted light gray; not especially fast. (1)
- One twin-engine Douglas landed at 10:30 a.m., one at 2:30 p.m., and one at 5:33 p.m. One was painted silver gray and the other two dark green. Soviet civilians and soldiers said that the planes flew the Sevastopol-Zaporozhe-Kiev-Kharkov-Moscow line. Individual and formation flights were made by jet fighters if the weather was fair. (3) Firing at sleeve targets was practiced with jet planes approaching the targets individually. AA guns often joined in. Night flights by jet planes with lighted navigation lights and searchlights were observed from P. camp. (2) Co-operation with Pe-2s was not noticed. Pe-2s flew individually and in formations of up to 15 planes. (3) A formation of 3 planes was once seen landing. Pe-2s

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practiced firing at sleeve targets, and night flying with lighted navigation lights. (2)

- (5) Another airfield was about 1 1/2 km north of the steel plant. (1) All-day flying with biplanes towing one or 2 gliders, from which individual parachute jumps were made, was seen from a distance of 1 1/2 km.

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Comments.

- (1) The statements confirm and supplement previous reports on the large military airfield east of Zaporozhe and the training field north of the town. For pin-point locations see Annex 1, for buildings and installations see Annex 2.
- (2) The information that the military airfield was occupied by jet planes, and that fighters and Pe2s made night flights confirms previous reports. It cannot be determined whether night student flights or regular training flights for night fighting were made.
- (3) See Annex 3 for formations of jet fighters and Pe-2s.
- (4) The jet planes are believed to be Yak-trainers.
- (5) Other repatriated Poles stated that the military airfield was occupied in late 1949 by jet fighters with swept back wings.

3 Annexes:

1. Zaporozhe Airfields
2. Airfield Southeast of Zaphorozhe
3. Flight Formations at Zaphorozhe Airfield

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Legend to Annex 2:

- 1 - Quartering building, gutted, without roof
 - 2 - Five-story building, officers' billets (komandatura)
 - 3 - Quartering building, under construction
 - 4 - Four-story headquarters building
 - 5,6 - Cantonment buildings, partially destroyed, not occupied
 - 7 - Officers' billets
 - 8 - Multi-story building, partially destroyed
 - 9 - Officers' club, three-story building, under construction
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